GEN. CAMERON, AND THE CHICAGO CONVENTION. From a Special Correspondent. WASHINGTON, Feb. 25, 1860.

The feeling here, in the reflecting and considerate circles, is, that the snap judgment obtained by Mr. Cameron in the recent State Convention of Pennsylvania, will do him no good in the desperate game be is playing for the Chicago nomination. If the necessities of the case shall compel a departure from Gov. Seward, who, doubtless, at this moment has by far the strongest held upon the party, those pecessities will be of such a character as to lead to the selection of a candidate of a personal and political type widely different from Mr. Cameron.

The Chicago Convention will be a wise body. It will look with a careful eye over the entire field of controversy, and will select its principal nominee with great deliberation. The actual members of the Convention will have but little more influence in determining this result, than the hundreds of considerate men, not members, who will be present to reflect the unbought and unbiased sentiment of the people. The impression here is very strong that packed delegations which are sent to Chicago, not for calm deliberation, but for blind action, will have very little weight, beyond their mere numerica! power, in deciding the grand result in that Conven-

THE MEXICAN JOB-MEXICO TO BE EXTIN-GUISHED-THE ST. CLAIR VETO. From Our Own Correspondent.

WASHINGTON, Feb. 26, 1860. The President and the interested managers who represent the Teluantepec route-some of whom sit in the Senate -- are making extraordinary exertions to carry the Mexican treaty. Ratification would give that project some temporary vitality, and perhaps exable Mr. Benjamin to make a more successful visit to London, than he did last Sumnier, as the negotiator of a loan for the Company with which be is connected. Indeed, the question may be properly put here, whether, considering the relation of personal saterest which he holds to the Tehuantenec project, he can vote upon a treaty which is designed toporofit that enterprise? Every sort of appe I has been made to the Republican side for vates, and some of the most prominent and respected Desuperate of the Senate have more than intimated that rejection would probably be followed

It has already been stated in this correspondence that the President designed, whenever Miramon made his interacted attack upon Vera Cruz, to demand of him chi egorically, whether protestion would be afforded to American citizens and property in that city. Of course, he could give no answer that would to regarded as satisfactory, because his artillers would hardly be able to discriminate between Merican and American property. The Minister of Consul will be provided with instructions to meet this contingency, and instead of transterring our citizens and property on board the American Unips-of-war, the design is to land marines for their protection on shore. I say-distinctly, this ie the pury ose entertained now. It may possibly be changed at the last moment, because the President does not eften covet such grave responsibility. If this course should be pursued, it is easy to see that a collision is almost inevitable, for these marines will be-sent-ash ore to precipitate a conflict. And when that takes place, it is expected that public feeling will domand the intervention of Congress, and the country thus be hurried into another Executive

This is o ne of the designs upon Mexico. Another is, to throw a body of troops into the northern provinces, under the pretense of punishing outra; es upon American citizens committed in Sonora and Chihuabua, and the third is to cross the Mexican frontier on the Iti o Grande for the alleged purpose of following wo Cortina and his band, though the fact is notorious: that the Mexican troops came to the relief of or or people at the first outbreak, and the belief is out extained that Cortina is succored, as some of the In dian chiefs were in Flerida, with the express-obje set of concentrating a large force in that region, as id thus maintaining a heavy expenditure. The mai a body of the army in Utah is to be marched to the frontier to "afford protection." These ar e very general terms, and may have as deep a sig nificance as when Mr. Polk issued his secret orde rs, before the country was startled with war fiftee 1 years ago.

The Pre eident has koped, by getting the treaty ratified, at id thus extinguishing the sovereignty of Mexico, th at an army might be marched there without incurring any of the hazards which become immuneatas hen he adoots either of the alternatives suggested. But as his political fortunes are desperate, and ke is anxious to signalize his administration by some act of daring, if not rash enterprise, he may serew his courage to the sticking place. under the promptings which have thus far directed his administration. Nothing but the dread of an impeaci-ment deters him, though he has no fear of the result of a trial before the Senate. But an arraigame at by the House, even with the prospect of an ultimate agouittal, has terrors for weak nerves, and he bl anches when this responsibility is seriously proposed. Hence the urgency with which the treaty is 1 assed, in order that the military policy designed for Me ico may be pursued with some

color of aut herity. Thus far no development has been made which justifies any hope of ratification. If there was no other reason to oppose it, that assigned by Mr. Wigfall, the Senator from Texas, on Friday, when urging a resolution sequesting the President to call out a regiment of Mounted Volunteers against Cortina, ought to be sufficient. He said: "I am sat-" isfied myself, and it is the judgment of all those " whom I have consulted, and who know anything " of the condition of affairs on the Rio Grando-" there being no Greenment now in Mexico with " which are can treat-no Government that can carry " out its treaty stigulations, if they were made-that .. we exanot look to the Mexican Government for " protection an that frontier," How Mr. Wigfall and his friends can vote for the treaty, in the face

of such a decisration, is for them to explain, This sebene tooks to the extinction of the nation ality of Mexico, and its ultimate absorption by the Hoited States. For the present, the managers might be content with appropriating five or six of the Northern States, and their introduction into our Union, to offact, politically, the growing greatness of the West, and to illustrate Mr. Calhoun's beauti ful ides of an "equilibrium" in the Senate. The men who contrived this plot are long-headed and sagacions. They know what the next census will do, in spite of the meditated frauds for enhancing the population of one section, and depreciating that of the other. They feel it in their bones, that power is to pass from their hands soon and forever. unless it can be stayed by some contrivance by which population and territory will

movement, except so far as large personal interests may be concerned, which are mixed up with the political purpose. Throw a force into Mexico, and then petition for annexation, after the fashion of Texas. Create new States, send Senators to Washington, and hold the balance of power. This is the game, and it is a pretty big one. Mr. Buchanan never would play for such stakes, but Mr. Slidell, who understands brag, takes the hand and does the betting. He has lost Cuba, and hopes to win Mexico. We shall see. Wait till the men and money are voted by the House of Representa-

Mr. Spaulding of Buffalo, whom many old friends who knew his sterling worth and ability in Congress years ago have welcomed back to his former scene of usefulness with gratification and pride. took occasion, on Friday evening, to review the President's veto message of the bill for the improvement of the St. Clair Flats, in one of the most cogent and conclusive arguments yet heard on the general subject. He took up the three principal reasons assigned by the President: 1. That the appropriation for the improvement (\$55,000) is inexpedient and unnecessary; 2. That it is unconstitutional, because Congress has no power to make the appropriation; and 3. That tunnage duties levied by the State of Michigan upon vessels navigating those waters would be the proper mode of raising funds to make the improvement; and disposed of them, seriatin, is a manner which attracted much and deserved commendation.

Mr. Spaulding showed how the bar or shoal at the flats was created, and the necessity for deepening the channel so as to remove the most serious obstruction in the great line of natural water communication between Chicago and Buffalo, The estimated present value of the commerce passing over these flats, is \$600,000,000 per annum. The water of these lakes and rivers varies in hight from year to year, and is sometimes lower by three or four feet than at other periods. A channel fourteen feet deep is needed for the lowest stages of water, which may happen during the approaching season. Hence there is an immediate and pressing necessity for the appropriation, which the President vetocal against the deliberate judgment of both branches of Congress.

The second point, of constitutionality, was not only ably controverted, but the President was convicted of asserting what the records of Congress prove to be untrue, in alleging that "for more than thirty years after the adoption of the Federal "Constitution, the power to appropriate moncy for internal improvement was neither clarared nor exercised." Mr. Spaulding c ted the ninth act of the first Congress, approved by Washington, August 7, 1789, "for the establishment and support of lighthouses, beacons, buoys, and public piers," for which "all the expenses were to be defrayed out of the Treasury of the United " States." Jefferson approved a bill on the 6th of April, 1802, " for the erection of lighthouses and other purposes." In 1806 he approved the bill for the Cumberland Road, upon which nearly six millions was subsequently expended. In 1807 tho coast survey was begun under the same President. Gen. Jackson, in his Message of 1830, expressly asserted the Constitutional power in the broadest terms, covering the whole practice of the Government up to that period, which Adams, Madison, Monroe, and the other Presidents had sanctioned and recommended.

Upon the third point, in which the President suggested that Michigao, in conjuncts n with Upper Canada, should provide the means of deepening the channel, Mr. Spaulding's demonstration was equally effective and overwhelming. He cited the ordinance of 1787, to show that these navigable waters are "common highways," not to Michigan alene, as the President seemed to suppose, but to all the people of the United States; and that no State could levy any "duty of tunnage" upon vessels navigating these waters, with or without the consent o.

Every theory or proposition advanced by the President was demolished so conclusively by reasoning, practice and established principle, that he stands in the pitiable plight of destroying a necessary public measure, merely to satisfy a sectional clamor, without being able to justify it with an argument which will bear scrutiny. Mr. Spaulding is entitled to thanks for this vindication of the Republican policy of improving our rivers and harbors, and for the clear light in which he has placed the question before the public, in exposing the President's Southern sophistries.

VICE-PRESIDENT BRECKINRIDGE ON THE HICKMAN AFFAIR.

HICKMAN AFFAIR.

To the Editors of The Constitution:
GESTLEMES: In connection with the recent difficulty between Mr. Edmundson of Virginia, and Mr. Hickman of Pennsylvania, some extraordinary misstatements have appeared in the public papers. The New-York Thiuse and other presses have deliberately charged that I, in connection with other gentlement, was present on that occasion to assist Mr. Edmundson in an assault on Mr. Hickman, and that, being armed, we stood ready to assassinate the latter gentleman in case he should make the least resistance.

I have been very much surprised at these accusa tions, but have waited a reasonable time in the hope that Mr. Hickman would feel bound to correct them. He has not done so, and since they are persistently repeated, I think it proper to make the following statenent:
I happened to witness the difficulty between those

I happened to witness the difficulty between those gentlemen. It was not a fight; it was only a scene. They were walking together toward the gate of the Capitol grounds that teads into the avenue. I was some distance behind them, and unaccompanied, except by my little son. Suddenly they accord apart, and Mr. Edmondson raised his right hand as if to strike, when his arm was instantly seized by some one (Mr. Keist, I think), who drew him away. At that mo ment, he made a motion with his left hand toward Mr. Hickman, whose hat fell off. I am unable to say whether Mr. Edmundson touched it, or the fall was caused by an involuntary movement of Mr. Hickman's head. I approached as rapidly as possible, and stood between the parties. Mr. Hickman seemed discomposed and agitated, but I saw no evidence of fear. He had not attempted to strike Mr. Edmundson, and, of course, after the interposition of bystanders, no conflict would have been allowed. After a pause of a few moments, I took Mr. Hickman's arm, and suggested that we should walk on, to which he assented, and we walked together te the gate.

whiled together to the gate.

The only proof of a purpose to assassinate that came under my notice, was the interference of Mr. Keitt and others to preserve the peace, and which was happily so prompt and effectual as to prevent even a col-

For myself, the charge that I was armed for any For myself, the charge that I was armed for any purpose is, like the rest, wholly unfounded and false. For remsons entirely satisfactory to myself, I never have, in civil life, carried a weapon of any kind on my person. The sum of it is, that I performed a kind and g vod-natured act, and have been extensively abused for it.

Very respectfully.

Washin view, Fcb. 21, 1889. JOHN C. BRECKINKIDGE.

BROADW & BOUNGER.-The management of this place has changed, and after a few days of desolation was opened last night under new auspices. Mrs. Charles Howard is announced as the Manager, or Manageress, as the bills have it, and Mr. Harry Watkins has the direction of the stage. The audience last night was a very good one, and the play a dramatization of one of The Ledger Stories, called "The Hidden Hand," done by Mr. Manager Wackins. The ompany are most of them strangers in Broadway, and we must see them again before we can admit their transcendent merit. The piece is to be repeated tobe acquired. This is the inspiration of the whole night.

NEW-YORK LEGISLATURE

SENATE ALBANY, Feb. 27, 1860. Remonstrances against removing the East River steamboats, and against pro-rata railroad tolls, were received.

The Committee reported against abolishing the office The Committee reported against abolishing the office of School Commissioner, and their report was adopted.

Mr. MUNROE gave notice of a bill to probibit the assignment or sale of any life annuity which, by the terms thereof, is not transferable. Also, to prohibit all Sunday concerts or public entertainments, under a penalty of \$500. Also, a bill fixing a theater license at \$500 for six months, and that of all other public entertainments at \$150.

ASSEMBLY.

Mr. BRIGGS'S bill to reorganize the Harbor Masters' Department was presented to-day.

EVENING SESSION.

The consideration of the Pro-Rata Freight bill was

Mr. ROBINSON, on a motion to strike out the enacting clause, spoke at length against the bill. He referred to the withdrawal of the old bill as a case of

acting claime, spoke at length against use bill. He referred to the withdrawal of the old bill as a case of infanticide. When the infant was first produced, it was declared to be perfect—not an alteration was to be made in any feature. But suddenly it had been crushed out of existence by the authors of its being. Another had taken its place, which was very different in principle, and which presented, also, the most offensive features of the deceased.

Mr. R. proceeded to examine the question of practicability of Pro Rata, showing that if tariffs were Pro Rata-ed up, starting at the lowest possible charge for the abortest distance, the through freight tariff would amount to an actual prohibition against carrying freight from other stations, and drive commerce off the rival routes. If Pro Rata-ed down, starting from the present prices of through freight on any line for transportation, the charge for way freight would seen be so low as to render it impossible for the railroads to do business at all.

He next proceeded to expose the fallacy of the arroutes, showing that competition by rival routes, showing that competition did actually exist, and that it was only by strenuous efforts that the New-York route maintained its supremacy. He then took up a legal view of the case, arguing that the bill was a clear violation of the content. clear violation of the contract contained in the char-ters of the roads, which allow them to regulate the rates of freight. In conclusion Mr. R. reviewed the rates of freight. In concusion are R. Reviewed the arrangements made against railroads as grinding memopoles, bolding that they were not menopoles, for everybody may build railroads to compete with every offer. They had been charged with oppressing the people, but they had expended one bundred and fifty millions to bring the markets of the world to our doors, and to bring the markets of the world to our doors, and our merebendise from place to place with the speed of the wind, and haid at our feet tributes of all quaters of the globs. They were charged with being competitors of the Canais. This was true in a degree, but-begislate as you will, trade will still go where it can go quickest and cheapest. The bill was in his opinion an attempt to reverse the wheels of time and make them roll backward—a bill to violate the laws of trade—to enact ward—a bill to violate the laws of trade—to enact. ward—a bill to Volume to the State and its great empo-rises. Werst of all, it is a bill to violate the faith of the State and the Constitution of the United States. Mr. FLAGLER spoke in support of the bill, taking

the State and the Constitution of the United States.

Mr. FLAGLER spoke in support of the bill, taking the ground, in a strong argument, that it was a measure designed to save the State from the heavy taxation which the present condition of the Treasury, rendered necessary. Once the canal revenues reached the sam of \$3,780,600. Last year they were but \$1,500,600. This taking off is attributable to three causes: First, the repeal of the railroad-tell bill in 1851; second, the unfair competition of the railroads, driving trade from the canale, and third, the futile effort of the canals to parry that competition by low tolls. These evils would be remedied by the passage of this law.

He declared that the tax payers demanded this law. This year the taxation must be at least three and three-cighths mills; even reducing the tax for general purposes one-cighth of a mill from last year. He took the ground that by this law alone could the canal revenue be raised, and the financial condition of the State improved. He concluded by arguing that this bill would not injure railroad stocks, but be, in truth, a benefit to stockholders in the end.

Mr. MHLIAREN also spoke at length against the bill.

not injure railroad stoock, but be, in truth, a benefit to stockholders in the end.

Mr. MHLIAKEN also spoke at length against the bill denouncing that it had now become a struggle of Canal fordwarders, who were endeavoring to force freight en to the Canals against railroad corporations. Buring his argument he attaded to the fact that agents of the Fennsylvania Central and Grand Trunk Railroads bad been in Albany the greater part of the session endeavoring to aid the passage of the Pro-Rata bill, and quoted from the returns of different lines of railroads to prove that the competition of rival routes was to be feared. The Committee then rose and the bill wae-taade the special order for to-morrow. Adjourned.

ALBANY, Monday, Feb. 27, 1860.

FRO RATA AGAIN.

As I telegraphed to The Tribune yesterday would be the case, the friends of Pro Rata offered a substitute this morning, or rather, such amendments as change the features of the bill so as to surrender the Pro-Rata principle. Mr. Flagler, the author of the bill, proposed he amendments, the most important of which provides that railroad companies, after fixing their rates for through freight, may be permitted to charge in addition thereto, for any distance not exceeding 10 miles, 150 per cent; more than 10 and not exceeding 20 miles, 100 per cent; more than 20 and not exceeding 30 miles, 75 per cent; more than 30 and not exceeding 50 miles. 50 per cent; more than 50 and not exceeding 100 miles 25 per cent; more than 100 and less than 150 miles, I per cent, conditioned that the rates on way freight shall in pursuance of the aforesaid provisions, be so adjusted that in no case shall a greater sum in the aggregate be

that in no case shall a greater sum in the aggregate be charged or collected for a shorter than a longer distance, and provided also that the whole charge per tun on way freight shall in no case exceed the whole charge per tun on through freight.

The provisions allowing the company 40 cents per tun for handling way freight is strickes out; and the provision in the original bill, which required that in king their rates the railroad companies should not charge more than double the price on the highest class of freight which they charge on the lowest, has been so amended as to permit them to charge triple instead of double those rates. A number of other amendments were made, mainly intended to make the bill consistent with the amendments already noted.

Mr. Flagler moved to restore, with a slight varia-

were made, manny incended to make the bill consistent with the amendments already noted.

Mr. Flagler moved to restore, with a slight variation the provision, which had been stricken out on a previous day, enacting that any person might enter civil suit against any railroad company, for any violation of this act by any director, officer, agent, or servant of such company, and, making out a case, should obtain judgment in the som of \$1,000 against such company, one-half of which was to go to the party entering suit, and the other half to the county poor.

Mr. Bingham opposed this amendment as anomalous and mischievous, and caleniated to endanger the success of the bill.

and mischievous, and caleniated to endanger the suc-cess of the bill. After further discussion, in which Mesars, Flagler, Finch, and others, took part, Mr. Fingler withdrew his amendment, and offered a sub-

Figure Withintee his amendative, and one servent of any railroad corporation who shall be guilty of a violation of any railroad corporation who shall be guilty of a violation of any part of this act, or of indica and averting therein, shall be desured guilty of a misdemeanor, and opon conviction thereof shall be punished with a line not less than \$250, nor more than \$1,000, or by imprisonments now provided by law, or by both such fine and imprisonment, was advanted in Committee of the

This amendment was adopted in Committee of the Whole, when Mr. Robinson, of Chemong, moved to strike out the enacting clause, remarking that he desired to discuss the bill on its meris—perhaps he meant dements—for he immediately stated that he had taken dements—for he immediately stated that he had taken very little interest in the amendment which had been proposed and adopted, as he regarded the bill as entirely wrong in principle from beginning to end. However, instead of proceeding with his speece, he gave way to a motion that the Committee rise and report progress, that the bill, as amended, might be printed, so that the House might understand it. Accordingly, the Committee rose, and the bill was made the special order for this evening, when the discussion will be resumed. I understand that, in addition to Mr. Robinson, Messars. Littlejohn, Milliken, and a number of other members intend to address the Assembly on the general merits of this bill.

other members intend to address the Assembly on the general merits of this bill.

It is generally thought here that the amendments offered to-day will add to the prospects of the final passage of the bill, but its success is still considered as

passage of the bill but its success is still considered as somewhat doubtful.

THE REPERTY AND CORREPTION CASE.

On the whole, the story about bribery and corruption on the Pro-Rata bill appears to have been an improvement on the famous yarn about a certain individual once on a time having swallowed and vomited up a fabulous number of black crows—a story which, by various repetitions, accumulated to its startling dimensions from the original statement that the hero of the tale had "thrown up something as black, Sir, as "a crow." a crow."

Mr. Jaques, from the Special Committee appoint-Mr. Jaques, from the Special Committee appointed to investigate the charge made by the Speaker upon the floor of the House, that a report had reached him—from authority which left no room for question of its correctness—that a member of the House had applied for \$100,000 to defeat the Pro-Rata bill, made a report. They set forth testimony which shows that F. B. Dane of No. 100 Wall street, partner in the firm of Alvard & Dane of the old Oswego Line of ForWall-street broker. But Bright had testified that he had never made any such statement to Dane; had never seen or heard of such a letter, and no such per-

never seen or heard of such a letter, and no such person as Partridge was found. The Committee declared that the charge had not the slightest foundation in fact, was as baseless and groundless as a charge could possibly be, and that nothing in the slightest degree reflected on Mr. Milliken or any other member.

In short, the conclusions arrived at by the Committee, are as follows:

I. No letter has been written by any reson.

In short, the conclusions arrived at by the Committee, are as follows:

I. No letter has been written by any member of the Assembly to any person in the City of New York, suggesting or intimating that with the sum of \$100,000, or any other sum, the passage of the Pro-Kata Freight bill could be defeated.

II. That no such letter has been written by the Hon. W. T. B. Milliken, and that no statement fact or directmentance commerced with or growing out of the inquiry ought in any dagree to affect or impair the confidence or consideration to which that genulement is entitled in this House.

Mr. Milliken, after the report had been read, made a brief speech, in which he censured the Speaker very severely, without referring to Mr. Littlejohn by same, for the course he had taken in the matter.

Mr. Littlejohn took the floor in reply, remarking that he had no word of reply to make to any aspersion on his character and integrity as a man and a legislator. He made the statement on the floor of the House on what he deemed at the time sufficient grounds, and had not changed his opinion as to the propriety of his course in that matter. He then reterred to a slanderous article in The Buffalo Courier, wherein he was charged with having been indicted in Chicago for fraud, with the additional statement that a requisition had been sent from the Governor of Illinois to Governor King for him, &c. Mr. L. said he had never been in the City of Chicago, and had never been indicted there. The story had grown out of the fact that his former partner had been indicted at Chicago, and that such indictment had been obtained for the purpose of getting his partner into that State, not to be tried on the indictment, but to be imprisoned for debt. That he had repeatedly proposed to go to Chicago and meet the indictment on the condition that he should not be thrust into prison for debt, and that he had demand a trial on the indictment. He

dition that he should not be thrust into prison for debt, and that he had finally made arrangements to go to Chicago and demand a trial on the indictment. He spoke in the highest terms of Mr. Fitzhugh, his late partner, as a man of the most unquestioned probity.

Just before the adjournment Mr. Callicot rise to a question of privilege, and offered the following preamble and resolution:

Whereas, the oith members of this House from Orwego has the god in Committee of the Whale that he had good authority for believing that a member of this House had written a letter to a sarry in Well street, New York, stating in substance that the faces of the Pro-flats bill could be be defeated by the disjumement of \$100,000 among the members of the Ascensibly, and, Whereas, the Select Committee who was appointed to investigate the subject, and were empowered to send for persons end papers, have, after diligent inquiry, reported unanimously that there is no evidence to suctain or justify the charge so made and so ascertained to be unforced in what of the defendent of the course of any member who gives to date cond-numbers of the course of any members who gives to date cond-numbers of the course of any members who gives to date cond-numbers of the course of any members who gives to date cond-numbers of the course of any members who gives to date

The Speaker stated that the question would be on

he adortion of the resolution.

Mr. Miller of Buffalo moved to lay the preamble and resolution on the table.

Mr. Callicot called for the Yens and Nays, and the

Mr. Callicot called for the castalan axes, dark enhigher was inhigh, 46 to 25, as follows:
YEAS-Mesars, B. Allen, Beebe, Bingham, Bixby, Bush Carter, Chittenden, P. Czark, Couk, Crane, Crocker, Borseh, Elsswerth, Emerick, Evans, Pinch, Fisher, Fuller, Hall, Jak, way, Jaques, Jeffords, Jewell, Jewell, Kortrigat, McCaldem McQuade, McVean, Mather, Maxson, Adrenie, Miller, Morzan, Austin Myres, A. A. Myers, Newall, Palmer, Pattit, Pond, Richardson, St. John, Savage, H. Smith, Taggatt, Yan Aletyne, Van Morza.

Horn.
NAYS-Mixers. Bouman, Cadecell, Callicot, J. Clark, Coler,
Coukling, Cooper, Cernelius, Couchman, Decker, Wickinson,
Gerretton, Gibbs. Joses, Kennedy, Marritt, Milliam, O'Rourke,
4. Smith, Taber, Tucher, Furina, Varmiye, Foorness, Walsh, Republicans in Roman; Democrats in Rulics.

A. Smith, Taker, Tuckar, Parisas, Perminy, Poeracei, Walka, Webster.
Republicens in Reman; Democrats in Radies.

Sensier Robertson to-day introduced a bill to present encroachments and obstructions in the Harbor of New-York, and to authorize their removal, as follows:
Section I. It shell not be lawful to obstruct or interrupt the mavigation of the port and harbor of New-York, by any incombrance whatever, each mose of any such obstruction or interrupt tion, by reason of any sunken vessel or other taking the Board of Commissioners of Pilote shall notify the owner of swares of such vessel or thing, if such owners are within the City and County of New-York, and are known to them, to remove the same within twenty-four hours after such notice; and in case such owners cannot be found, or are not in the City and County, or fail to comply with such notice, the Board of Commissioners shall cause the removal of the obstruction, and the supenness of such romoval shall be paid by the county within whose jurisdiction such vessel or thing shall be, the expense to be recoverable from the ewner or owners, by and in the name of the Board of Supervisors of such county, and such expenses shall be a lien on the vessel or thing removed until paid.

SEC. 2 provides that it shall not be lawful for any person to build or maintain any pier, bulkhead or other structure, or to fill in with earth or other material beyond the line-recommended by the Commissioners for the Preservation of the Harbor. And in case of any person building such piers or bulkheads beyond such line, the board of Commissioners of Pilots shall notify such persons, and if they fail to remove them in a time to be specified in the notice given by the Commissioners, the Board of Commissioners may cause so much of such piers or bulkheads to be removed as is beyond the line defined by the Harbor Commissioners, and the person who built such structures shall be liable to pay all the expenses of such removal, to be recovered by and in the name of the Board of Commissioners, an of Pilots, and shall also pay a fine of twenty-live dol-lars for each and every day during which such struc-tures shall remain atter such notice, and until such encroachment shall have been removed.

This section does not apply to wharves, piers, or bulkheads constructed before the establishment of the

exterior line.
NEW-YORK JUVENILE DELINQUENTS. Mr. Manierre gave notice that he would introduce a bill to create a find in aid of the Society for the Refor-mation of Juvenile Delinquents in the City of New-

The bill to authorize the Trustees of Columbia College in the City of New-York to take and hold real

estate, was passed.
CITCIENS' SAVINGS BANK.

The bill to incorporate the Citizens' Savings Eank was ordered to a third reading.

ATERIEUM ASSOCIATION.

Also the bill to incorporate the Athenseum Association in the City of New-York.

BILLS ESFORE THE SENATE. Mr. Manierre introduced a bill to amend the Revised Statutes by providing that no person who may become the owner of a life annuity, which by the terms there-of is declared not transferable, can assign or dispose of the same.

of the same.

Mr. Grant introduced a bill requiring all finescollect ed in Courts of Special Sessions, except in incorporated cities, to be paid over to the County Treasurer semi-

annually.

Mr. Truman introduced the following:

An Acr to diminish the expesses of the publication of the State
Canvass and of other official notices.

Suction I. The Ecard of State Canvassers shall direct the
publication of copies of the certified statements and determinations node by them, in such of the public newspepers, not excending one in each Judicial District of the State, as they shall
designate.

designate.

SEC. 2. Section forty of the fifth title of "An act respecting SEC. 2. Section forty of the fifth title of "An act respecting clections, other than for militia and town officers." passed April 5, 1942, and section twenty-one of the act amendatory thereof, SEC. 3. The public notices required to be given by the Controller and Secretary of State, by sections two and three of the act to provide for the public printing, spaced March 5th, 1846, for the reception of proposals for printing, shall hereafter be given in two public newspapers only in each Judicial District of the State.

SEC. 4. Proposed anondments to the Constitution shall be published by and under the direction of the Governor and Secretary of State, in two public newspapers only in each indicial District of the State, for three months previous to any general election at which Senators are to be chosen.

Mr. Richmond introduced a bill to fix the salary of the Renraelaer County Trensurer at \$1,000.

Mr. Gorg, a bill which provides that whenever any

Mr. Goes, a bill which provides that whenever any Corporation, being a party to any proceeding in a Justice's Court, shall deny its incorporation, it shall, in case judgment shall be rendered against it, pay all the expenses of proving the fact denied. The Justice of the Peace holding such court, upon satisfactory proof by affidavit or otherwise of the expense incurred in proving such incorporation, shall, in case jadgment be rendered against such incorporation, allow the same to the party in whose favor such judgment shall be rendered; and shall enter judgment therefor

the same as for costs of the action.

Mr. Colvin introduced a bill providing that the State shall join issue, in the Supreme Court, with James Hoy, to determine his claim to the estate of John G. Leake, deceased. Mr. Warner introduced a bill to amend the Militia

law, by providing that the Assessors throughout the State shall annually include in their assessment rolls the names of all persons in their respective assessment districts, between the ages of 18 and 45 years, liable to perform militia duty. They shall also determine who

Mr. Hammond reported, with amendments, the Quarantine bill. It now provides that Elias W. Leavenworth, Ward Hunt, and Peter B. Sweeney, shall be Commissioners to appraise the damages sus-tained by the State in the destruction of the Quaran-tine buildings—estimated at \$315,000. When properly ascertained, the same shall be assessed, levied, and col-lected on the taxable property of Richmond County. The whole amount shall be raised within ten years

The whole amount shall be raised within ten years from the first levy.

FORMATION OF WATER AND GAS COMPANIES.

Mr. Pond's bill in the Assembly, to authorize the formation of Water and Gas Companies, provides that any number of persons not less than three, may incorporate themselves into a company to supply any city, village or town, with water or gas, or both. They are required to file in the County Clerk's office and in the office of the Secretary of State, a full and accurate description of the name, objects, capital and location of the association. The capital stock of the Company of Alvord & Dane of the old Oswego Line of Forwarders by Caral, had stated to Speaker Littlejohn that he had heard such a rumor, but did not say from whom. On examination he gave the name of A.S. Bright of No. 37 Exchange place, as his informant, and had

stockholders, and the Common Council of a city or Trustees of a village may be subscribers to the capital stock, or may lean the credit of the city or village to the Company to the extent of one-half the capital, subject to a vote of the electors. Companies formed under the act are permitted to enter upon any public or private property to lay their pipes, aqueducts, &c., and may take the water from any ponde, springs, rivers, streams, or lakes, and convey the same to any place they may desire. In case the Company cannot agree with the owners or occupants of any lands required for the purposes for which the Company is organized, the County Court is to appoint three Commissioners to appraise the value of the land. Their decision shall be subject to an appeal to the same Court, and, if confirmed, the same shall be abinding and final.

The following are the provisions of the bill to prevent frauds in the sale of passage tickets, as amende and reported to the Senate by the Committee on Com

merce:

The First Section of the bill allows no person but the Agents of any Company or line to soil or issue any tickets within this State muss be shall be appointed by the owners, agents, or consignes, and his appointment must be in writing, and must designate the name of the Company, line, and ship, and the street and number, and also the city and tewn where such tickets are soid.

The Second Section prohibits the sale of tickets at a price higher than that charged by the Company.

Section 4 provides that all persons violating this act shall, upon conviction, be punished by imprisonment in State Prison for not more than two years or in a county jail not less than 2 mouths.

not more than two years or in a county jair not loss to a commonths.

But. 5. Any persons who, by any means, amounting to a compliancy, thail sell or attempt to sell, any ticket, either written or printed, or both, nurporting to entitle any person to any passage or souveyance from any port or place, on any ship or steamship, company or line, or upon any ship or steamship whatsoever, or who, by say means of such conspiracy, shall ovatain or attempt to obtain, any money or other property, under the pretense of procuring such passage, shall, upon conviction, be punished by imprisorment not exceeding five nor less than two years.

Sec. 6. Terons offending against any of the provisions of section 5 means be indicated and convicted for a conspiracy as at common law.

Suc. 7. All offices where tickets are sold in violation of this set, or any part of it, shall be deemed disorderly houses, and all account of the provision of the provis

SRC. 7. All omose where todays are safety ray part of it, shall be deemed disorderly houses, and all persons keeping such offices or associating together for the purpose of violating any part of this set, shall be guilty of a misdemeanor, and be punished by imprisonment in a county prison, for not more than eix nor less than three mouths.

SRC. 8. All complaints regarding the violation of this act, shall be presented by the District-Attorney of the district where the complaint is made to the Grand Jury for indictment, in preference to all others.

be greeented by the District-Attorney of the district where the complaint is made to the Grand Jury for indictment, in preference to all others.

Buc. 9. The Judges of the Courts of Sessions and Oyer and Terminer, in the Counties of Eric. Albany, and New-York, are to notify the Grand Juries of the passage of this act.

Section 10 provides, in case of any departure of any vessel to my foreign port where any ticket shall have been sold, such vessel shall be delayed longer than two days after the day of salling mentioned on such ticket, the person holding such ticket shall be entitled to his board and lodging in such vessel, without any additional charge, and from the second day after that announced for departure, he shall be entitled to reserve fifty cents a day for each day of such detention, and in case of a round of the owners, consistences, or master of such vessel the complety with any of the provisions of this section, the person holding the ticket shall be entitled to receive back the passage money paid by him, togather with damage for his detention, not exceeding tity dollars.

Section 11 provides that there shall be written or printed on the ticket the name of the company or owners of the line or vessel; the port or place from which such passage is to commence, and where it is to end; the day of the mount said year open which such voyage is to commence; the name of the person or persons purchasing such ticket, and the amount paid therefor; and such ticket shall, unless sold by the company, owners, or consignees, be signed by their authorized again; and every violation of this section shall be decreed a misdemeanar.

Sec. 13. The term company, whenever used in this set, shall extend to and include all corporations, whether created by or under the laws of this or any other State or nation. This arishall not be so construct as to permit railroads incorporated in any other State to sell passeger tickets under the law of this State.

BROOKLYN ITEMS.

Mrs. Beecher continues to improve, though very clowly. Sho suffere from neuralgic pairs through the whole body, and from consequent loss of sleep. Her

PRESENTATION OF A BELL.-The Sabbath-School children of the Reformed Dutch Church in Fourth street, E. D., have purchased a handsome bell for Dr. Henry Sendder's Church at Vallore, India. It is to be presented this (Tuesday) evening, by Mr. Ferris, on hebalf of the School, and will be received by Dr.

THE NEW PLYMOUTH CHURCH .- The subscription ist for the new Plymouth Church was started on Saturday evening, at a meeting of prominent gentlemen connected with the Society. \$120,000 was announced as the sum needed to accomplish the object. Thirty-two subscriptions were entered, amounting in total to about \$32,000 averaging \$1,000 each. Mr. Beecher stated from the pulpit, on Sundaymorning, that st.angers who wish to take part in the enterprise will have an opportunity after the close of each service.

BROUNTLYN COMMON COUNCIL.—The Board met have evening, the PRESIDENT in the chair. The Mayor sent in a communication vatoling the resolution passed at a previous meeting, by which a Committee of Five was appointed to proceed to Albany and see to the bills relating to the City of Broodyn. The Mayor thinks our Representatives at Albany are able to take care of the city's interests without the sail of a committee from the Common Council. The communication was ordered to be printed. ted. of Luyster was appointed Sealer of Weights and Measures

Daniel Layster was appeared search of vermes and incarned, in the Eastern District, in place of Patrick Gaynor, deceased. John Vac Pelt was appointed Pound Master of the Eighth Ward in place of Daniel Dalley, who was soutcoded to the Penitentiary, and the office was therefore left vacant.

Mr. Manjer from a Special Committee submitted a report in favor of settling the claim of Mrs. Peake for damages for an accident, by falling into a hole in the sidewalk on Tenth street.

favor of settling the claim of Mrs. Peake for damages for an accident, by falling into a hole in the sidewalk on Tenth street. East District, and breaking her leg, for \$700. Mrs. Peake had obtained a judgment against the City for \$6.1500, but agreed to compromise for half that som. The reportwas adopted.

Communications were received from the Fire Commissioners, in which they inform the Board that they had organized the new Hose Companies, Nos. 11 and 12—one to be located in Furman street, near Fulton, and the other in the building fermerly occupied by No. 12 in Court-street. The action of the Fire Commissioners was conditioned.

Mr. Perry offered a resolution in favor of requesting the Hos. James Humphrey, Member of Congress from this District, to use his intinence to procure the erection of a suitable building for the purposes of a Post-Office is this city.

Mr. Daylon offered a substitute to the effect that, in the opinion of this Common Council, the time has arxived when an application should be made to the United States Government for an appropriation for a Post-Office. The substitute was adopted. A resolution was offered, directing the Commissioner of Repairs and Supplies to have cross-warks laid at the intersection of all streets-and avenues where not already laid. The subject was referred to the Committee on Grading and Paving for report.

BRUTAL ASSAULT.-Yesterday afternoon, an Irish distriction, who refused to give his name, was errested at the corner of Fourth and South Fifth afreets, Eastern District, for striking a very old men, a reg picker, anon the head with a cartron, and knocking him insensible. The injured mac was taken to a drug stoke near by, where he received proper attaintion, and eventually was able to go home. He gave his name as Michael Schmidtnier, and resided at the corner of Graham avenue and the Bestone street.

J. Johnson at Flatbush, was feloniously entered on Saturday night, and rothled of articles of jewelry to the amount of \$200. The burglars entered through the cellarway, and going up-stairs broke open the burean drawers, from which the articles were taken. The noise awoke Mrs. Johnson, who created an alarm, and the follows recesped. BURGLARY AT FLATBUSH. - The house of Mr. Jeromus

Assault on a Policeman -Adam Hauft was ASAULT ON A POLICEMAN—Adam Hault was brought before Justice Cornwell yesterdayon the charge of assaulting Howard C. Conrady, a policeman of the 9th ward. They met on a Sutton avenue car on Sunday, where the difficulty occurred Hauft is an ex-policeman, and it appears that the parties have long been at country with each other. Hauft made a countercharge against Conrady. He was held, however, for examinating

BROOKLYN CITY COURT CALENDAR, Feb. 28,—Nos., 7, 24, 44, 69, 70, 50, 51, 52, 57, 53, 59, 60, 63, 65, 66, 18, 22, 26, 32, 5,

NEW-JERSEY ITEMS.

FATAL AFFRAY AMONG CHILDREN .- A week ago Sunday, two lads, named John Shorr and Carter, who attend public school No. 2 in Jersey City, had a marrel while returning home from school, during which it is alleged that Carter kicked his antagonist. one or more times, in the stomach. Shorr went home to No. 225 South Fifth street.

where he became ill from the effects of the bruises, and, inflammation setting in, the little fellow died on Sunday morning. The assailant has been arrested. Coroner Gaffney, being notified, summoned a Jury, and after viewing the body, the investigation was postponed until Tuesday, in order to procure witnesses, and to allow Dr. Quidor, City Physician, to make a postmortem examination.

DIED.

BREWER-On Sunday, Feb. 26, Mr. James Brewer, aged 31 years, 4 months and I day.

The relatives, friends and acquaintances, also the members of
Oceanus Fire Company No. II, and the Packen House Guards,
are requested to attend his funeral at by a. m., from his late
residence, No. 613 Washington street.

Markets....Reported by Telegraph.

Cincinnati. Feb. 27—Flour dull and unchanged. Whisky steady at \$5.57. Provisions generally unchanged. Lard a shade easier. Bacon and Billy Maray—A small business doing but held firmly. Maray Pous—No sales; offered at \$17.0 to Money market firm, and the demand fully up to the supply. Shourt Exchange on New-York unchanged.

New-Chillann, Feb. 27.—Cotton timl; sries to-day, 10,500 bales. Sugan steady at 7/207/c. Mollann, 330036. Corn firm; Tellow, 7520-750, White, 300050/c. Provisions firm; Mars Pork, \$18.50050/d. Previsions firm; Mars Pork, \$18.50050/d. Previsions firm; hanged. Chanleston, Feb. 27.—Corron unchanged; sales to-day, 1,700

SAVANNAH, Feb. 27.—Corrow; sales to-day 650 bales, with pore sellers than buyers, and holders pressing on the market.

10	Movements of Ocean Steamers.	
	TO DEPART.	
a-	Arabis	Date
er	New-York Liverpool	Feb. 25
ir		
n	Detwoo Albert Now-I GIR Valle of seres	*MARCH P
-	New-York Sout introduction	- Mearon
	Manny Vary 217.778	March 1
9	C. Numr. V crts tempor	- BLATCH A
۰	PostonLiverpool	A PROPERTY AND A
i		
	A folian New-York LAVEIDOOL	WINDS CH. 10
١	Nova Scotian Portland Liverpool	March 17
	North American Portland Liverpool	Angil A
	Saxonia New-York Southampton	April 2
	Teutonia New-York Southampton	may
1	TO ARRIVE.	P.L 11
ı	JuraLiverpoolNew-York	Feb. II
4	Angle Sazon Liverpool Portland	W-b 16
3	Edisborgh Liverpoel New-York	Pah 10
đ	AfricaLiverpoolNew-York	Feb. 22
4	Nova-Scotian. Liverpool. Portland	Feb. 25
ı	America	Peb. 25
١	New-York Southampton New-York	.Feb. 27

AUGUSTA, Feb. 27.-Corrox-Sales unimportant, inquiry, and prices weak.

Passengers Arrived

In brig Lucreita, from Cardenas-Wm. Schilling, Edward Nuneviller, Benjamin F. Forder, Andrew Christie, John Carter, Jeremiah Conner, James Mouyan. In brig Wm. Wilson, from Ciudad Bolivar-H. A. Porral, J. G. Ottis.

MARINE JOURNAL

PORT OF NEW-YORK FEB. 27.

Cleared.

Steamship-De Soto, Bullock, Havana, Livingston, Crocheron

Stemming-De Ster, Busice, Terraga, Arragator, Stemming-De Ster, Busice, Arragator, Arragator, Ship-Canova, Hutchings, New-Orleans, Robson & Fosdick, Berks—St. Marys, Spavin, Mobile, N. H. Brigham; Startight, Bearse, Galveston, Norcross & Prince; A. C. James (Br.), Perry, Hall, Thomas James, Brig-Calmuck, Johnson, Gunntenamo, Simpson & Mayhew, Schooners—Howard, Howard, Newbern, J. S. Davis: E. Webb, Clirk, Savannah, Dunham & Dimon; Gaspian, Porter, St. Pierry, Stemmer—Octorra, Fewler, South Amboy.

U. S. steam frigate Brooklyn, Capt. Farragut, from Fezzas

teamship Jamertown, Skinner, Richmond, moise, and pass, Ludiom & Heincken.

Ludiom & Heincken.

Rerry, Charleston, moise, and pass, to short, Tileston & Co.

Teamship Chesapeake, Crowell, Portland, moise, and pass, to B. Cromwell & Co.

Steamsing Coincible, Serry, Charleston, mdse, and pass, to Spollows, Theston & Co.
Steamship Chempeake, Crowell, Portland, mdse, and pass, to Spollows, Theston & Co.
Steamship Chempeake, Crowell, Portland, mdse, and pass, to H. S. Croswell & Co.
Ship Zingari, Newbealth, Calcutta, and left Sand Heads Oct.
16, passed Carpe of Good Hope Dec. 24, crossed the Equator Jan.
29, mdse, to Wm. A. Salis. Experienced very heavy westerly gales since Feb. 9 from Int. 30 to Ion. 70; Feb. 18, had a severe surficance from S. S. W., which en ed at W. N. W., lat. 23 45, Ion. 70 40; mearly all the crow are sick. Dec. 2, lat. 23 98, Jon. 25 E., aspoke ship Scotland, of and from Liverpool for Aden, 135 days out; 10th, lat. 30 8., Ion. 20 8 E., was in company with bark Amithies, from Madras for London; was in company with days; 10th, lat. 50 8., Ion. 22 0 E., was in company with a brill Daylight of Cohoscett, from Calcutta for Hoston; 23d, lat. 35 8., Ion. 40 E., exchanged signals with Br. bark. Ionrick. from the late of E. exchanged signals with Br. bark. Ionrick. from Colombo for London; 30 days out; 23th, lat. 27 8., Ion. 12 E., exchanged signals with Br. bark. London; Songespore for Liverpool, 28 days out; 31th, 18 and 18 etc. 25 12 S., Ion. 52 E., exchanged signals with Br. bark. Ionrick. from Colombo for London; 30 days out; 31th, 18 and 18 etc. 18 etc.

Bark Ismael & Susanne Isronon), Barkanam, in ballast to order.

Bark Magdelena, Day, Aseinwall 18 days, mdse. to J. F. Joy.

Brig J. Means (of Sedgwick). Wells, Clenfueges Feb. 3, molasses to Thompson & Hunter. Salled in company with harks E. Wright, Jr., Cordella and brig A. Avery for New Fork. Feb. 12, G. G. Cape Antonio, signated brig Abrucabah, from Cleufuegos for Beston; 12th, lat. 22 20, lon. 85 20, was bearded by a boar from Br. bark Rival, Hammond, from Aspinwall for Dolo Island; reported most of his crew sick; supplied them with medicines; leth, lat. 24, lon. 81 20, spoke bark Eventide, from Clenfuegos for Boston.

Boston.

Brig Mazatlan (of Boothbay), McCarty, Cienfuegos 18 days, sugar and molasses to J. E. Ward & Co. Feb. 13, of Havana, spoke bark E. Wright, jr., Gibbs, from Cienfuegos for Boston; no date, off Cape Antonio, signaled brigg J. Means, do. for New-York; Marine, and Abracabah, both from do. for Boston; sahr. Ossura, Carman, do. for New-York.

Brig W. A. Brown tof Boston), Hermano, Pensacols 16 days, timber to master. Feb. 25, lat. 3430, lon. 74 49, spoke bark John Henderson, from Wilmington, N. C., for Porto fitco; same day, saw brig Josephine Emeline, bound N.: that night had a heavy N. W. gale.

. W. gale. Brig Monte Cristo, Northrup, Rio Janeiro 53 days, mdse. to sater. Has been 20 days from the latitude of Hatterss, with eavy W. and N. W. gales; lost two mainsalls and a main stay-

seil.

Hig Syren (Br. of London), Griffin, Graytown, Nic., 27 days, wood and hides to C. Durand. Experienced heavy weather the latter part of the passage: been 5 days N. of Hatteras.

Brig Pedro Sanchez Dolz, Fickett, Nuevins 14 days, cedar and molassees to J. Molina & Co.; vessel to Peck & Church. Had a pilot on board 4 days, with strong N. W. zeles.

Brig Santingo (Breucen), Elsenbrook, Port-an-Plate Feb. 17, bites tobacca & Co. Gelerke, Santson & Eschola 18.

o George Moke & Co. Brig Charles Adams (Br.), Peterson, St. Domingo City Jan. 31, Brig Charles Adams (57.), Peterson, St. Domingo City Jan. 31, mshogany, hides, &c., to J. S. Whitney & Co.

Rig Win. Wallace, Van Name, Clodad Bolivar Feb. 6, and the Rives 11th, bides, &c., to Harbeck & Co.

Brig Sitka (of East Machine), Steel, Attakapas 12 days, sugar and melasses to F. Talbot & Co.

Brig Almore (of Waldohoro), Hoffses, Minititlan, Mexico, 21 days, mangany to Victor & Duckwitz.

Erig Lucretia, Stevens, Cardenas 10 days, sugar to J. M.-Macha.

Brig Lucretia, Stevens, Cardenas 10 days, sugar to J. M. Macias.

Schr. Whirlwind, Maxey, Tonala, Mexico, 28 days, via Newport, R. I., mahogany to F. Alexander; vessel to Trask & Dearborn. Experienced very heavy weather, with violent galos.

Schr. Plymouth Rock, Norris, Boston 3 days, mose. to Dayton Sprague. Schr. North State, Horton, Charleston 7 days, coston and rice

to McCready, Mott & Co. Schr. Honduras, Baker, Boston 4 days, linseed to T. G. & A. L. Rowe. Schr. Samuel Roban, Henderson, Port Lavacca, Texas, 22 days, otton, &c., to master. Schr. Dorado (of Beverly), Hipson, St. Keats, N. F., 24 dayes, o Samuel Crowell & Son. hr. Ella Cannon, Brewster, Leipsic, Del., 2 days, com to B. Schr. Ella Cannon, Brewster, Leipsic, Del., 2 days, com to B. N. Foz.
Schr. Jessee Williams, jr., Winsmore, Philadelphia 2 days, coel.
Schr. M. C. Rowe, Thurston, Fortune Bay, N. F., 21 days, asir

Schr, Mary Alice, Welch, Pouce, P. R., Feb. 9, esgar to Schr, Mary Alice, Welch, Ponce, P. R., Feb. 3, sagar to Sturges & Co.

schr. G. R. Cramer, Conklin, Little Egg Harbor 2 days, glass, Schr. Goll Son, Smith, Great Egg Harbor 2 days, wood. Schr. Lydia Ella, Allen, Little Egg Harbor 2 days, wood. Schr. Horsee L., Hunner, Great Egg Harbor 2 days, wood. Schr. Antares, Cordiery, Enlastelphia 2 days, coal. Schr. Maryland, Cathanath, Hellimore 4 days, coal. Schr. Maryland, Cathanath, Hellimore 4 days, coal. Schr. Maryland, Cathanath, Hellimore 4 days, gain. Schr. Ch. S. Bowe, Cankill, Groucester 2 days, find. Schr. Cherub, Faker, Fersland, Me., 7 days, heading to master. Schr. Ch. A. Stetson, Rich, Provincetown 4 days, gain. Schr. C. 4 N. Rodgers, Johnson, Virginia, cysters. Schr. Arcola, Corson, Virginia cysters. Schr. Arcola, Corson, Virginia cysters. Schr. Arcola, Corson, Virginia cysters. Schr. S. Putnam, Bord, Gloucester 2 days, fish. Schr. S. A. Smith, Smith, Ellasbethport, coal. BELOW-Barks E. Wright, pr., Gibbs; J. A. Hazard, Williams, Pernambuco; Atlantic (Sremen), Felahussen, Bremen; brig Anna D. Torrey, Griffen, Cardenas.

SAILED-Steamship De Soto, Havana and New-Orleans.

WIND-Sunset, S. W. The U. S. steam frigate from Pensucola is at genher in Quaran-

By Telegraph.

HIGHLANDS. Feb. 27, sunset.—One brig passing the High-ands. Wind S. W., light weather hagy.

SANDY HOOK, Feb. 27, sunset.—The steamer De Soto, for Havana and New Orleans, crossed the Bar at 1:30; ship Constitu-tion, for Liverpool, is going out over the Bar, and four barks are coing up the bay. Wind moderate from S. W.; weather very large off-bark and four barks are tion, for Liverpool, is going out over the Har, and our barks are going up the bay. Wind moderate from S. W.; weather very heavy off shore.

SAVANNAH, Feb. 26.—The steamship Florida arr. at Tybeo at 4. and at her wharf at 8 p. m. All well.

Feb. 27.—The screw steamship Mentgomery, of Cromwell's line, from New York, arr. yesternay, 26th, at 3 p. m. CHARLESTON, Feb. 21.—The steamship Nealwille, Murray, from New York, arr., here at a o'clock Sunday morning.

BALTIMORE, Feb. 22.—Arr. ship Maria from St. Jago. On the 16th, spoke off west end of Crocked Island, brig Charles Stage, for St. John's, N. B.; 21st, lat. 26, on western edge of the Guif Stream, spoke bark Jubilee, from Matanzas for Boston.

Arr. bark Wheatland, from Ro Janeiro on 18th Jan. When Says out, she sproum a leak.

Arr. brig Henry A. Didder, from Pernambuco on the 25th Jan. Feb. 9, lat. 251 N., lon. 67 26, spoke brig Nancy York, for Aspinwell.

reb. 5, int. 254 N., ion. of so, speace ong Namey Fort, for Appuawell.

Art. brig Fair'ax, Travers, 15 days from Trintlad to the Capes.
BOSTON. Feb. 27.—Off Highland Light, ships Solferino, and
Tarquin. from New-Orleans: tark Carib, from Truxillo; brig R.
Parker, from Cape Haytien; schrs. W. H. Mitcholl, and W.
H. Titeemb. from Galveston for Boston.
PHH.ADELPHIA, Feb. 27.—Art. bark Imperator, from Perrambinco Jan. 24. Natled in company with bark A. J. Hazard,
for New-York.
Also art., brig Mary Cobb, from Matanzas; schrs. Opures, from
Cientosegos; J. J. Spencer, from Havana.
Ball'IMSIR, keb 27.—Art. ship Johannes, from New-York;
brig R. R. Kukland, from St. John's Feb. 16; schr. Hiawalla,
from New-York.
NEW-ORLEANS, Feb. 27.—Art. ship Mary Bridges, from
hiverpool.

THE SPANISH BRIG VICTORIA, previously reported ashore in besspeake Bay, is going to pieces. Her plank is started off on the side, and she these on her beam ends. Capt. Lewis of the leamer Uzele Hen is stripping her, and will probable save some

Cargo.

BALTIMONE, Feb. 25.—The ship Isabella, from Montevideo for this port, is in the bay, bound up. The captain reports that be has been 20 days this side of fermuda, with heavy westeriy gales. The bark Wheatland, from Rio Janeiro, is also below, and is said to be leaking 11 inches per hour.